

# MEMO

**DATE:** April 5, 2007

**TO:** Regional Council

**FROM:** Don Rhodes, Manager of Government and Public Affairs, (213) 236-1840,  
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**SUBJECT:** SCAG 2007 Federal Consensus Trip

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## BACKGROUND:

As many of you know, SCAG conducted its fifth annual federal consensus trip to Washington, D.C. from Tuesday February 27, 2007 through Thursday March 1, 2007. The focus of the trip related to goods movement issues including dedicated funding, innovative financing and federal match for our recently-passed state transportation bond.

We had productive meetings with several key transportation officials including Rick Capka, Administrator, Federal Highway; Tyler Duval, Assistant Secretary for Policy, USDOT; Rick Steinman, Deputy Administrator Federal Transit Administration; Congressman John Mica (R-FL); Johnnie Kaberle, Senior Policy Advisor to Congressman Roy Blunt (R-MO); and Congressman Allen Boyd (D-FL) who is "Chairman of the "blue dog Democrats." We also met with key committee staff and representatives of our U.S. Senators' offices.

After the formal meetings SCAG staff visited Speaker Pelosi's office every office of the Southern California Congressional delegation to talk to staff and distribute our Consensus printed materials and SCAG's Legislative Program.

There was a good turnout from the SCAG region for the trip including Harry Baldwin, San Gabriel Mayor; Art Brown, Buena Park City Councilmember; Larry McCallon, Highland Mayor Pro Tem; Jeff Stone, Riverside County Supervisor; Ron Roberts, Temecula City Councilmember; Robin Lowe, Hemet City Councilmember; Judy Dunlap, Inglewood City Councilmember; Bonnie Lowenthal, Long Beach Vice Mayor; Sharon Neely, Alameda Corridor East Construction Authority; Jim Preusch, Alameda Corridor Transportation Authority; Chad Molnar, staff for Los Angeles City Councilmember Bill Rosendahl; Mark Pisano, SCAG Executive Director; Jim Gosnell, SCAG Deputy Executive Director; other SCAG staff and myself.

We would like to thank each of the delegation members for their contributions.

Attached is a short slide presentation on our visits and a copy of the two-page handout we distributed during the trip.

# MEMO

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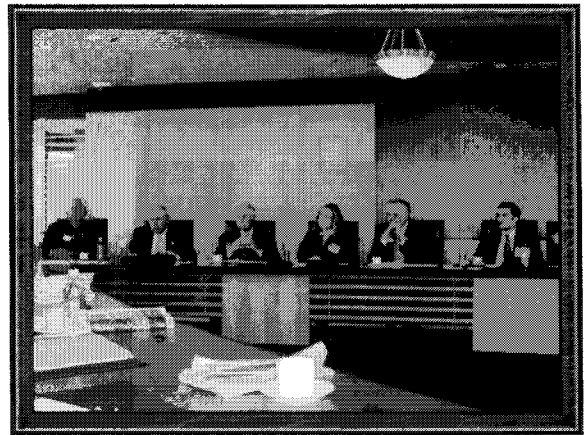
  
Division Manager

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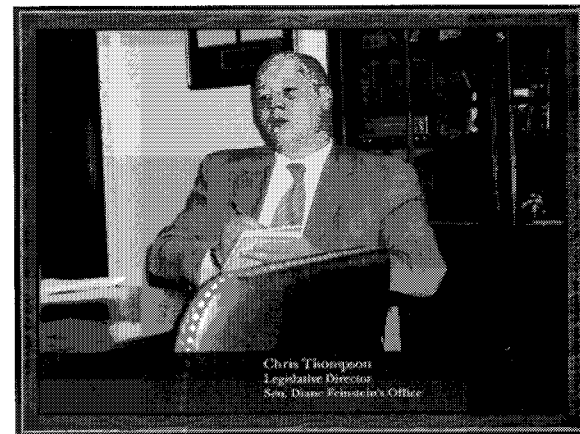
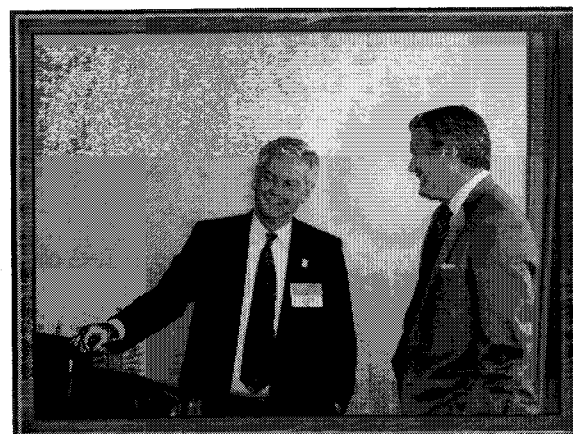
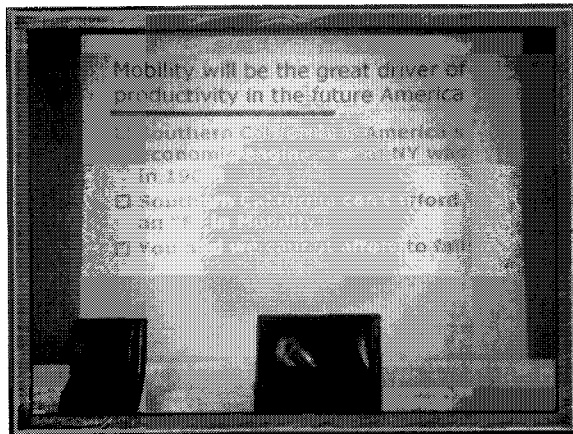
  
Department Director

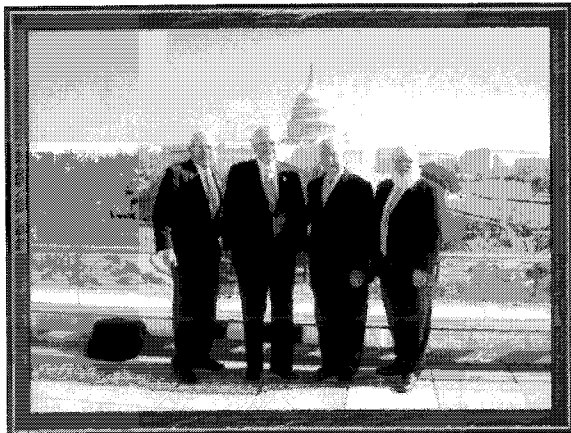
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Chief Financial Officer











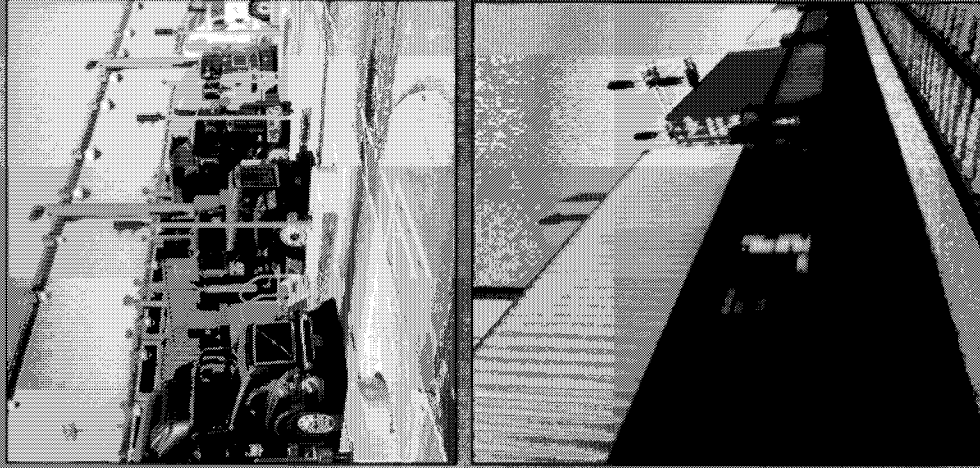
# Goods Movement Priorities for Southern California

Southern California is the loading dock for the United States

- ✓ 43% of all US imports pass through the Ports of Los Angeles and Long Beach.
- ✓ \$200 billion in trade passed through the ports in 2000 supporting a national total of 2 million jobs, which paid over \$61 billion in income.
- ✓ 70% of Southern California's transportation revenue comes from local taxes. California residents are paying a disproportionate share of the environmental and financial costs of goods movement.
- ✓ \$3.1 billion was approved by California voters in November 2006 to match supplemental funding from federal and other sources for infrastructure and environmental improvements along federally designated "Trade Corridors of National Significance."



# Goods Movement in Southern California provides global competitiveness for the entire United States.



The SCAG region hosts the majority of the nation's traffic for freight movement by sea, air, land and rail.

But, the price is high.

Southern California has a disproportionate share of the financial and environmental burdens of serving as the nation's global gateway.

Our challenge is to address the infrastructure demands of an overburdened goods movement system while maintaining a healthy environment and livable communities for Southern California residents.

## We need:

- ✓ Additional dedicated funding for large multi-state and regional goods movement projects.
- ✓ Legislative authority and funding to capitalize on innovative financing opportunities to increase the capability for public-private investment including: tax credit bonds, tax credit equity financing, and an expanded TIFIA Program to provide assistance during the initial phases of project development.
- ✓ Matching funds for billions of dollars of state bond monies to fund trade corridor projects.
- ✓ Other sources of public and private funds for goods movement such as homeland security, defense, user fees, and custom duties.
- ✓ Federal assistance to compensate the region for the disproportionate costs borne locally and regionally for the goods movement services provided to the rest of the nation.
- ✓ Regulatory and legislative actions to move the environmental clearance process, protect our communities, address environmental concerns and clarify the environmental process.
- ✓ Focused use of CMAQ funds for environmental protection related to the mitigation of goods movement projects.
- ✓ Reduction of pollutants from foreign-registry vessels.



**Metro**

